

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 723	Press
153-160	Mis.
Dated 8-3	18 11.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
8th March 1870.*

No. 163. Read the following letter from the Deputy-Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 4th February 1870, No. 223 R. :—

I AM directed to acknowledge the receipt of the estimate of the cost of substituting iron for wooden sleepers on thirty-three miles of the Madras Railway between the Cauvery River and Avenashy Road, and of the other connected papers forwarded under cover of your docket, No. 43A., dated 5th January 1870.

2. The amount of the estimate now submitted for sanction is Rupees 5,28,026, from which a deduction of Rupees 37,425 for the value of old materials will be made. This sum is understood to be in supersession of the larger sum of Rupees 5,90,625, for which sanction was requested in your No. 3,235, dated 7th October 1869.

3. It appears that the officers of the Railway Company, without authority and without interference on the part of the Government Officers, carried out the substitution of iron for wooden sleepers on a distance of thirty-five miles of the Railway from Salem to the Cauvery. Judging from the estimate now submitted this must have involved an unauthorized outlay and addition to the Capital of the Company of nearly £60,000. The Company seems to have been continuing this unauthorized work beyond the Cauvery, when its operations were interrupted by Major Shaw Stewart, the present Consulting Engineer; but on a representation that it would be inconvenient to stop the work, it was allowed to go on, and the present estimate is submitted for the purpose of obtaining proper authority for the operation.

4. The Governor-General in Council must first remark on the circumstance that so large an unauthorized expenditure as that which has taken place in this case was possible without the knowledge or timely check of either the Consulting Engineer or the Examiner of Accounts, and must observe that it appears to indicate much laxity of control on the part of these officers, and want of system in the Government audit. That the work in question could have gone on without the knowledge of the Consulting Engineer of the day, or that if it was known it should not have been recognized as unauthorized, seems extraordinary. Equally inexplicable is it that the Government Examiner should not have perceived that the outlay was going on without any authority, and should not have brought the irregularity to notice. On the whole, the unsanctioned outlay has not been far from £120,000 which, as has been ascertained from the Accountant-General in this department, was never challenged by the Examiner of Railway Accounts, or reported as irregular, as should have been done under the Audit Rules. It is needless to say that to conduct the control of the Railway expenditure in such a manner does not, in fact, differ from leaving it without any control.

5. I am further to call attention to the large difference between the estimate now submitted, and the sum named as necessary for the work in your letter, No. 3,235, dated 9th October last, of which no explanation is given, and which seems to indicate want of care in the preparation of the original estimate.

6. His Excellency in Council considers it requisite, before sanctioning the substitution of iron for wooden sleepers on the rest of the line, that further inquiry

*Proceedings of the Madras Government, Public Works Department,
8th March 1870.*

should be made into the necessity that exists for re-placing the present wooden sleepers, at least until they have been a longer time in the road than seems to be the case. The wooden sleepers are said to have been laid in 1867, and although the substitution of iron bowls will doubtless reduce the charges for maintenance, the change is very costly from the fact of the old materials being valued at Rupees 1,000 a mile only. No reference is made to the present state of these materials, or to the possibility of using them in sidings or other portions of the line; nor is any precise evidence adduced to show that the saving in maintenance will not be more than counterbalanced by the increased charge for interest on the additional Capital. The Government of India cannot assent to any addition to the Capital Account of any guaranteed line, unless the necessity for such a measure is clearly established.

7. It is observed that the items of carriage of materials for the main line and for sidings bear a very different proportion to their respective lengths and the numbers of bowls used in each. The two items aggregate Rupees 78,489, and it is supposed that the cost of transport by sea must be included in this, in which case a portion, if not the whole of it, would seem to form part of the charge for English materials, and should be equally divided between Capital and Revenue. This point requires further explanation.

8. With these remarks I am to convey sanction to the estimate amounting to Rupees (5,28,026) five lacs twenty-eight thousand and twenty-six.

9. This sanction has been registered as No. 54-R. of 1869-70.

No. 164.

ORDER THEREON, 8th March 1870, No. 723.

RAILWAY, No. 8.

7th Oct. 1869, No. 3,234.
4th Dec. " " 3,825.
5th Jan. 1870, " 43.

COMMUNICATED to the Consulting Engineer for Railways with reference to the Orders marginally noted.

2. His Excellency the Governor in Council resolves to call the special attention of the Consulting Engineer

and the Examiner of Railway Accounts to the observations in paragraph 4, and to impress upon these officers the necessity for their exercising such an effective control over the operations of the Railway Companies as will prevent the recurrence of such irregularities as are animadverted upon by the Government of India.

3. It will be observed from paragraph 6 that the Government of India are not prepared to authorize the substitution of iron for wooden sleepers on the portion of the line between Avenashy and Palghat, until the present sleepers have had a longer trial, and till fuller information shall have been afforded of the necessity for the measure.

*Proceedings of the Madras Government, Public Works Department,
8th March 1870.*

4. Major Shaw Stewart will furnish the further explanation required in paragraph 7 regarding the proportion in which the charge for the carriage of materials should be divided between Capital and Revenue.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

All communications
should be addressed
to the Secretary.

No. 223 / R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway

To

The Secretary to the Govt. of Madras,
Public Works Department, (Railway)

Fort William, 4th February 1870.

Sir,

I am directed to acknowledge the receipt of the estimate of the cost of salting and tinning iron for wooden sleepers on 33 miles of the Madras Railway between the Cauvery River and Arcuashy Road and of the other connected papers forwarded under cover of your docket No. 43 A. dated 5th January 1870. -

2. The amount of the estimate now submitted for sanction is Rs. 528,026. for which a deduction of Rs. 37,425 for the value of old materials will be made. The sum is understood to be in supercession

of the larger sum of Rs. 590,000 for which sanction was requested in your No. 3235 dated 7th October 1869. —

3 It appears that the officers of the Railway Company without authority, and without interference on the part of the Gov^t Officers, carried out the substitution of Iron for wooden sleepers on a distance of 35 miles of the Railway from Salem to the Cauvery. Judging from the estimate now submitted this must have involved an unauthorized outlay and addition to the Capital of the Company of nearly 60,000 £. The Company seems to have been continuing this unauthorized work beyond the Cauvery when its operations were interrupted by Major Shaw Stewart, the present Consulting Engineer, but on a representation that it would be inconvenient to stop the work it was allowed to go on, and the present estimate is submitted for the purpose of obtaining proper authority for the operation.

4. Governor General & Council must first remark on the circumstance that so large an unauthorized expenditure as that which has taken place in this case was possible without the knowledge or timely check of either the Consulting Engineer or the Examiner of Accounts, and must observe that it appears to indicate much laxity of control on the part of these officers and want of system in the Gov^t Audit. That the work in question could have gone on without the knowledge of the Consulting Engineer of the day, or that if it was known it should not have been recognized as unauthorized, seems extraordinary. Equally inexplicable is it that the Gov^t Examiner should not have perceived that the outlay was going on without any authority, and should not have brought the irregularity to notice. On the

The work in question appears to have been known to the Consulting Engineer, and the Gov^t Examiner, and yet no steps were taken to stop it.

whole the unsanctioned outlay has not been far from 120,000 £ which, as has been ascertained from the Accountant General in this Department, was never challenged by the Examiner of Railway Accounts or reported as irregular, as should have been done under the audit rules. It is needless to say that to conduct the control of the Railway expenditure in such a manner does not in fact differ from leaving it without any control.

5. I am further to call attention to the large difference between the estimate now submitted and the sum named as necessary for the work in your letter No 3235 dated 9th October last, of which no explanation is given and which seems to indicate want of care in the preparation of the original estimate.

6. His Excellency in Council considers it requisite before sanctioning the substitution of Iron for wooden sleepers

sleepers on a part of the line that further enquiry should be made into the necessity that exists for replacing the present wooden sleepers at least until they have been a longer time in the road than seems to be the case. The wooden sleepers are said to have been laid in 1867 and although the substitution of iron bowls will doubtless reduce the charges for maintenance, the change is very costly from the fact of the old materials being valued at Rs. 1,000 a mile only. No reference is made to the present state of these materials or to the possibility of using them in sidings or other portions of the line. Nor is any precise evidence adduced to show that the saving in maintenance will not be more than counterbalanced by the increased charge for interest on the additional Capital. The Govt. of India cannot assent to any addition to

to the Capital Account. any guaranteed line unless the necessity for such a measure is clearly established -

7. It is observed that the items of carriage of materials for the main line and for sidings bear a very different proportion to their respective lengths and the numbers of bows used in each. The two items aggregate Rupees 78,489, and it is supposed that the cost of transport by sea must be included in this in which case a portion if not the whole of it would seem to form part of the charge for English materials and should be equally divided between Capital and Revenue. This point requires further explanation.

8. With these remarks I am to convey sanction to the estimate amounting to Rupees 5,28,026 -

Five lakhs twenty eight thousand and twenty six Rupees.

Sanction has been registered as A-54 R. of 1809/70.

Have the honor to be, Sir,

Your most obedt. servt.

J. P. Whist. Major, R.E.,
Deputy Secretary.

11. 1870 Dept
Proc. of Govt for Madras
No 506.

Gov. of India.

4th Feb 70
No 12 " "

No 223 No.

Paying orders
on the estimate for
substituting iron for
wooden sleepers between
the Cauvery river and
Amenasby Road on the
Madras Railway -

No 163

No 723-8-March/70.

C. 16. Feb 1870 R. 28

P. W. Department.

No 723

Proceedings of the Madras Government.

Under date the 8th March 70.

Read the following.

From. The Government of India / H. E. No 223 R. 5/14th February/70

7th Oct. 1869. No 3234.
4th Dec. --- " 3825.
5th Jan 70 - " 43.

Communicated to
the Consulting Engineer for
Railways with reference to
the orders marginally
noted.

His Excellency the
Governor in Council resolved
to call the special attention
of the Consulting Engineer
and the Passengers of Railway
Accounts to the observations
in Para 4, and to impress
upon those Officers the ne-
cessity for their exercising
such an effective control

over

over the operations of the
Railway Companies as will
prevent the recurrence of
such irregularities as are
announced upon by
the Govt. of India.

It will be observed from
Para 6 that the Govt. of India
are not prepared to authorize
the substitution of iron for
wooden sleepers on the por-
tion of the line between
Avenashy and Palghat
until the present sleepers
have had a longer trial
and till fuller information
shall have been afforded
of the necessity for the
measure.

Major

Major Shaw Stewart
will furnish the further
explanation required in
Para 7 regarding the pro-
portion in which the
charge for the carriage
of materials should be di-
vided between Capital and
Revenue.

WJ

To Mr. Secy. for
Railways.

Recd 10/3/70.

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Co. No. 586

Govt. of 1870: 331013.

PUBLIC WORKS.

The Consulting Engr.
for Railways

Date

Locality

S. Ward

723

163-164

Railway Sleepers Orders
by the Govt of India
sanctioning the estimate
for substituting iron for
wooden sleepers on a portion
of the Madras Railway &
resinaderting upon the
unauthorized expenditure
upon the works communi-
cated with instructions to
the Consulting Engineer.